THE SUPREME COURT OF HONG KONG 22JUN95

THE SUPREME COURT OF HONG KONG 22JUN95

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 66 日八十二月五年一十二緒光 THURSDAY, JUNE 20, 1895. 四拜禮 號十二月六英港香 THIRTY DOLLARS PER ANNUM.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND .....$ 5,000,000
RESERVE LIABILITY OF PROP'TORS...$10,000,000

COURT OF DIRECTORS:
J. KRAMER, Esq.—Chairman.
Hon. A. MACON CHIP.—Deputy Chairman.
Hon. J. J. Bell-Irving. | S. C. Michaelsen, Esq.
G. B. Dodwell, Esq. | D. R. Sassoon, Esq.
M. D. Ezekiel Esq. | N. A. Siebs, Esq.
R. M. Gray, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.

T. JACKSON,
Chief Manager.
Hongkong, 12th June, 1895. [483

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 5 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 15th April, 1895. [484

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Subscribed Capital.....£ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq. | Chow Tung Shang, Esq.
H. Stolterfoht, Esq. | Kwan Hof Chuen, Esq.
Chan Kit Shan, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1893. [7

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £325,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months.....5 per cent.
" " " 6 " .....4 "
" " " 3 " .....3 "

T. E. SANSOM,
pro. Manager, Hongkong.
Hongkong, 6th June, 1895. [9

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED £1,125,000
PAID-UP .....£ 562,500

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED on CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months.....5 per cent.
" 6 " .....4 "
" 3 " .....3 "

JOHN THURBURN,
Manager, Hongkong.
Hongkong, 18th June, 1894. [8

Insurances.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.
Hongkong, 28th May, 1895. [701

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 } $833,333·33
EQUAL TO .....
RESERVE FUND ..... $318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 12th December, 1888. [940

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED $1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 26th May, 1894. [184

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

28, *QUEEN'S ROAD CENTRAL.*

SPECIAL DAGGER PACKING FOR HIGH PRESSURE, ROUND OR SQUARE.

ASBESTOS PACKINGS of every description.
ASBESTOS SHEETS, MILLBOARDS, CANVAS, &c.
ASBESTOS COMPOSITION for COVERING BOILERS and STEAM PIPES.
CANVAS CORE PACKING (Tuck Form). SPECIAL ENGINE and CYLINDER OILS
ASBESTOLINE, the most economical lubricant.
ALL GOODS BEARING TRADE MARK GUARANTEED.
Hongkong, 25th February, 1895. [189

A LIST OF BOOKS OFFERED AT REDUCED RATES BY

KELLY & WALSH, LD.

	Usual Selling Price.	Offered at
EVENINGS WITH A REVIEWER, 2 vols .....$		$3.00
The Head Hunters of Borneo	10.00	6.50
Central Asian Questions—Boulger	10.00	3.00
Short Stalks or Hunting Camps, by E. N. Buxton	9.00	5.00
Modern Marine Engineering—N. P. Burgh	16.00	7.50
Modern Screw Propulsion—N. P. Burgh.....	16.00	7.50
Modern Steam Practice and Engineering, by Winton.....	20.00	6.50
Men and Women of The Time, 13th edition	7.50	4.00
McCulloch's Commercial Dictionary	30.00	10.00
SPON'S ENGINEERS & CONTRACTORS, Illust.—Book of prices .....$	5.00	$3.50
Modern Steam Engines and Boilers, by Colyer	8.00	3.00
Life of Gustave Dore	4.00	2.50
Life and Letters of S. Wells Williams	4.50	2.00
Lecky's Wrinkles, 1892 edition.....	8.00	5.00
Spon's Household Manual.....	4.00	2.50
Brassey's Naval Annual, '93.....	6.50	3.50
Cassell's Domestic Dictionary	4.00	2.00
Steam Navy of England.....	6.50	4.00
Atalanta Volumes	4.00	2.00
Chums Volumes	4.00	2.00

Hongkong, 14th June, 1895. [6

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

In cases of 2 doz. pints .....$35 per case.
do 1 " quarts .....$33 "

SHEWAN & Co.,
Agents.
Hongkong, 13th May, 1895. [634

TRY THE FARE AT THE HK. HOTEL.
MONEY RETURNED IF ANY BAD AFTER EFFECTS,
ALSO THE PRICE OF A BOX OF BEECHAM'S

PILLS.

N.B.—THIS IS NOT AN AD.—(FOR THE PILLS.)

THE CLUB HOTEL, 5, *BUND, YOKOHAMA.* | HOTEL METROPOLE, 1, *TSUKIJI, TOKYO.*

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT, Experienced English matron in attendance.

The Hôtel Steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggages and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

C. T. BENNEY, Manager, *YOKOHAMA.* | L. DEWETTE, Manager, *TOKYO.* [150

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVERSMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
No. 5, Queen's Road Central. [788

G. FALCONER & CO.,

WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS and BOOKS.
No. 48, Queen's Road Central. [789

MEE CHEUNG,

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN *Ice-House Road.*

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.
GROUPS AND VIEWS a speciality.
Hongkong, 22nd September, 1894. [20

LEVY HERMANOS.

AND AT
SHANGHAI, MANILA, ILOILO & PARIS
JEWELLERY, DIAMONDS, WATCH CHRONOMETER & CLOCKMAKERS.
Also
GENERAL IMPORT & EXPORT.
10, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office. 85

Intimations.

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that the SIXTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the above COMPANY will be held at the COMPANY'S OFFICES, No. 29, Queen's Road, on SATURDAY, the 22nd June, at Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 30th April, 1895, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to 29th June, both days inclusive.

By Order of the Board of Directors,
CHAS. F. HARTON,
Acting Secretary.
Hongkong, 5th June, 1895. [743

NOTICE.

A SPECIAL SESSIONS of HER MAJESTY'S JUSTICES of the PEACE will be held in the JUSTICES ROOM, at the MAGISTRACY, at Eleven o'clock in the Forenoon of TUESDAY, the 25th day of June, A.D. 1895, for the purpose of considering an application for the Transfer of the Licence of THE STAG HOTEL, situate at Houses Nos. 148 and 150, Queen's Road Central, from the original holder ALFRED BONAPARTE CONSTANCE DEMEE, to his nominee, HALE CRAWFORD SHERMAN.

F. E. WODEHOUSE,
Police Magistracy,
Magistracy,
Hongkong, 12th June, 1895. [803

IN THE ESTATE OF THE LATE WILLIAM HOOPER, DECEASED.

VALUABLE PROPERTY

FOR SALE
BY PRIVATE TENDER.

TENDERS are invited for the Purchase of the very VALUABLE DRUG, AERATED WATER and WINE BUSINESS KNOWN AS

"THE MEDICAL HALL,"
No. 11, BUND, NAGASAKI.

The DRUG and AERATED WATER BUSINESS is a very old established one and has been the only one of the kind in Nagasaki for many years past.

The Premises, situated on the best part of the Bund, comprise a large two storied building, built for the purpose and well suited for store, office and dwelling measuring about 50 by 45 ft., commodious Out-Houses and a small Godown in the rear. Water is laid on for use of Aerated Water Business and House use.

The Lot, which is held by Title Deed in perpetuity from the Japanese Government measures 307 tsubos, and is subject to an annual ground rent of $113.59, paid to March 31st, 1896.

Tenders are invited for the purchase of the good will and stock in the trade of the business as a going concern, either separately from the property or together with same.

Tenders must be sent in, addressed to the Undersigned, before the 30th day of June, 1895.

No guarantee is given to accept the highest or any other tender.

Further particular may be ascertained by application to

F. G. STONE,
Executor.
Nagasaki, 4th June, 1895. [758

TO BE HAD AT THE PHARMACY.

PRICKLY HEAT LOTION.
HAIR WASH.
FARINA'S COLOGNE.
FRUIT SYRUPS.

TANSAN,

THE NEW JAPANESE TABLE WATER.

FLETCHER & Co.,
23, Queen's Road Central,
Hongkong, 11th June, 1895. [31

MR. CHADWICK KEW.
(LATE OF POATE & NOBLE.)

HAS OPENED his Dental Rooms at No. 62, QUEEN'S ROAD CENTRAL, a few doors from Messrs. GAUPP & Co.

TEETH filled permanently, from $1.00 upwards. CROWN and BRIDGEWORK inserted and TEETH EXTRACTED.

PLATES A SPECIALITY.
Hongkong, 7th June, 1895. [754

TO SHIPMASTERS.

STEAM WATER-BOAT COMPANY.

THE Undersigned are prepared to SUPPLY on shortest notice any quantity of PURE FRESH FILTERED WATER for both DECK and BOILERS.

The only Company in Hongkong exclusively Supplying FILTERED WATER.

Despatch Guaranteed. Call Flag "W."

J. W. KEW & Co.,
18, Praya Central.
Hongkong, 17th November, 1894. 787

Shipping.

STEAMERS.

SPANISH MAIL STEAMSHIP LINE.

MANAGING PROPRIETORS:
PINILLOS, SAENZ & CO., CADIZ.

Taking Cargo and Passengers without transhipment to MANILA, BARCELONA, CADIZ and LIVERPOOL.

THE Steamship
"BARCELONA"
will load here as above towards end of July and will be followed at intervals of one month by the S.S. *Cadiz* and S.S. *Manila*.

For further information, apply to the Agency of the Company, No. 22, Stanley Street.

VILLA LOPEZ & Co.,
Agents.
Hongkong, 15th May, 1895. [764

Shipping.

STEAMERS.

SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR NAGASAKI.

THE Steamship
"KEONG WAI"
will be despatched on SATURDAY, the 22nd instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th June, 1895. [792

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"CATHERINE APCAR,"
Captain J. G. Olifent, will be despatched for the above Ports on TUESDAY, the 25th instant, at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 19th June, 1895. [810

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship
"POLYPHEMUS,"
Captain Gardner, will be despatched as above on TUESDAY, the 25th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 18th June, 1895. [806

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship
"ARGYLL,"
Captain Ward, will be despatched as above on or about TUESDAY, the 25th instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 18th June, 1895. [800

"SHELL" LINE OF STEAMERS.

FOR HAMBURG AND LONDON.

THE Company's Steamship
"TURBO,"
Captain E. Moses, will be despatched as above on or about the 25th instant.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 10th June, 1895. [724

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship
"RADNORSHIRE,"
Captain F. Davies, will be despatched as above on or about WEDNESDAY, the 26th instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 18th June, 1895. [801

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship
"PATHAN,"
Captain Wright, will be despatched as above on or about WEDNESDAY, the 26th instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 18th June, 1895. [807

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship
"GLENFARG,"
Captain Selby, will be despatched as above on or about the 29th instant.
This Steamer has Superior Accommodation for Passengers, and carries a Doctor and Stewardess.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 14th June, 1895. [782

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Steamship
"GLAMORGANSHIRE,"
Captain Vywyan, will be despatched as above on or about 5th July.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 11th June, 1895. [649

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Steamship
"CHANGSHA,"
J. E. Williams, Commander, will be despatched as above on SATURDAY, the 6th July, at 3 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th June, 1895. [786

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA PORTS OF CALL.

THE Company's Steamship
"KAISOW,"
Geo. W. Long, Commander, will be despatched as above on or about the 10th July.
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 18th June, 1895. [800

Shipping.

STEAMERS.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA SINGAPORE.

THE Company's Steamship
"CHINGWO,"
James Gray, Commander, will be despatched as above on or about the 21st instant.
For Freight or Passage, apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 6th June, 1895. [744

FOR KOBE AND YOKOHAMA.

THE Steamship
"QUEEN VICTORIA,"
Guthrie, Commander, will be despatched for the above Ports on or about the 21st instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 13th June, 1895. [773

FOR YOKOHAMA AND KOBE.

THE Steamship
"HELENE RICKMERS,"
will be despatched on SATURDAY, the 22nd instant, at 4 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th June, 1895. [748

FOR CHEFOO AND TIENTSIN.

THE Steamship
"TEJEN,"
Captain T. Lehmann, will be despatched for the above Ports on TUESDAY, the 25th instant, at 5 P.M.
For Freight or Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 18th June, 1895. [799

SAILING VESSELS.

FOR NEW YORK.

THE 100 A.1. British Still Bark
"BELMONT,"
Ladd, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.
Hongkong, 17th June, 1895. [794

NOTICE TO SHIPPERS.

FOR SAN FRANCISCO.

THE 100 A1 Steel 4 Masted Bark
"ALCEDO,"
Captain R. Coutts, will load here for the above Port, and be despatched on or about the 15th July, s. c.
For Freight, apply to
MELCHERS & Co.
Hongkong, 7th June, 1895. [735

FOR BALTIMORE.

THE 3/3 A.I.I. American Ship
"CENTENNIAL,"
Colcord, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
MELCHERS & Co.,
Agents.
Hongkong, 4th June, 1895. [735

FOR NEW YORK.

THE 3/3 A.I.I. American Ship
"SANTA CLARA,"
Fuller, Master, shortly expected from Shanghai, will load here for the above Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.
Hongkong, 11th May, 1895. [630

FOR SAN FRANCISCO.

THE 100 A. 1. British Ship
"LYNDHURST,"
Martin, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.
Hongkong, 29th May, 1895. [707

FOR NEW YORK.

THE 3/3 L.I.I. German Bark
"ADOLPH,"
Paulsen, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.
Hongkong, 18th May, 1895. [660

FOR SAN FRANCISCO.

THE 100 A. 1. British Ship
"GLENESSLIN,"
Pritchard, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.
Hongkong, 14th May, 1895. [640

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"CATHERINE APCAR"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after the 21st instant, will be landed at Consignees' risk and expense into the Godowns of the Wanchai Warehouse and Storage Company, Limited, Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 19th June, 1895. [811

To-day's Advertisements.

THEATRE ROYAL,

FOR 9 NIGHTS ONLY!
THE NEW
WILLARD OPERA COMPANY.

TO-NIGHT
(THURSDAY), JUNE 20TH.
"LITTLE CHRISTOPHER COLUMBUS."

TO-MORROW
(FRIDAY), JUNE 21ST.
"PAUL JONES."

PLAN at Messrs. KELLY & WALSH'S, Ld.
Doors Open at 8.30 Commencing at 9.
Late Trams will run 15 minutes after each Performance.
Hongkong, 20th June, 1895. [766

GOVERNMENT NOTIFICATION.

NOTICE is hereby given that the WATER will be SHUT OFF in the City Mains between the hours of 8 P.M. and 6 A.M. until further notice.

J. H. STEWART LOCKHART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 20th June, 1895. [816

HONGKONG RIFLE ASSOCIATION.

SATURDAY, 22ND JUNE, 1895,
AT 2.45 P.M.

COMPETITION, SHORT RANGE CUP and SPOONS; Ranges, 500 and 600 yards; Seven Shots. Entrance fee, 30 cents.

NOTICE.

The Range has been given on FRIDAY, the 21st inst., and on MONDAY, the 24th inst., for the purpose of MATCH SHOOTING.

G. K. MOORE,
Honorary Secretary.
Hongkong, 20th June, 1895. [50

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILOONG,"

Captain Hall, will be despatched for the above Ports on SATURDAY, the 22nd instant, at Noon.

For Freight or Passage, apply to
DOUGLAS, LAPRAIK & Co.,
General Managers.
Hongkong, 20th June, 1895. [813

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ZAFIRO,"

Captain Gerard, will be despatched for the above Port on SATURDAY, the 22nd instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers.

For Freight or Passage, apply to
SHEWAN & Co.,
General Managers.
Hongkong, 20th June, 1895. [812

FOR ILOILO.

THE Steamship

"CONTINENTAL,"

Captain Schall, will be despatched on WEDNESDAY, the 26th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 20th June, 1895. [793

BROWN, JONES & CO.

DEALERS IN
ITALIAN AND AMERICAN MARBLE AND HONGKONG GRANITE CEMETERY *MEMORIALS.*

LETTERS CUT AND FILLED WITH IMPERISHABLE LEAD CEMENT.

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 3rd May, 1895. [27

A. S. WATSON & CO., LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The purest ingredients only are used, and the utmost care and cleanliness exercised in the manufacture throughout.

The water used is proved by repeated analyses to be absolutely pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 1st June, 1895. [5

MARRIAGE.

On the 20th June, 1895, at the Union Church, Hongkong, by the Rev. Dr. Morris, FREDERIK JAN HAVER-DROEZE, Consul-General of the Netherlands for South China, to Mademoiselle MARIE MELANIE GALFRE, of Geneve (Switzerland).

The Hongkong Telegraph

HONGKONG, THURSDAY, JUNE 20, 1895.

REUTER'S TELEGRAMS.

THE PORTE AND ARMENIAN REFORMS.

LONDON, June 19th.

The reply of the Porte to the joint Note of the Powers *re* Armenian reforms was delivered to the various Embassies on Monday. The Porte accepts the need for reforms in principle, but the reply is regarded as tantamount to a refusal to act.

THE FRENCH "EGYPTIAN COMMITTEE."

The Committee has held its first meeting at which the President re-affirmed the programme already given; *i.e.* to obtain European support for the evacuation of Egypt by the British troops and the neutrality of the country and the basin of the Nile.

A NEW GOVERNOR.

Viscount Hampden, Unionist, has been appointed Governor of New South Wales.

THE "TANTALLON CASTLE" AT COPENHAGEN.

The *Tantallon Castle* has arrived at Copenhagen. The Danish royalties lunched on board and the King toasted Mr. Gladstone.

LOCAL AND GENERAL.

In their *Freight Circular* issued to-day Messrs. Lamke and Rogge report that "chartering during the past fortnight has been devoid of animation."

Owing to the failure of the crops from drought in the district of Fénghu, thirty miles from Ningpo, the starving people have taken to besieging the mandarins' *yamêns* demanding relief.

Capt. Riviere, one of the most distinguished members of the Pavie Buffer State mission, died on May 21st at Ban Mook Dahan, while coming down the Mekong with Dr. Lefevre. His death was due to dysentery.

The Russian transport *Nijni Novgorod* arrived at Singapore on the 13th inst. from Vladivostock with 107 soldiers, 13 women, 10 passengers, and 3,000 tons of coal. She resumed her voyage to Odessa on the 17th inst.

To-day being the 58th anniversary of the Accession of Queen Victoria, all the warship in port were gracefully decorated with bunting and at noon fired the usual royal salutes. "The better the day the better," so that is possibly the reason why the remnant of the Sanitary Board met this afternoon to transact vitally important business.

The following notification has been issued by the Harbour Master:—

"Two Whitehead torpedoes have been lost from H.M.S. *Rainbow* between Green Island and Boulder Point. A reward of $20 for each will be paid for their recovery. They are quite harmless."—Torpedoes usually are *very* harmless.

Mr. James MacBreen, the Usher of the Second Magistrates' Court, Singapore, died suddenly on the 13th instant in the Raffles Billiard Rooms. The deceased, it appears, went to the Raffles Room about 10.30 p.m. in company with a friend named Spalding to play billiards, and they were still playing at 11.15 p.m. when the deceased fell down when in the act of making a stroke and died almost immediately. Dr. Simon was at once sent for but on his arrival pronounced life extinct.

A somewhat novel enterprise is about to be commenced in the way of improving the breed of horses in Japan, and, says the *Straits Times*, it is equally novel that the subjects therefore are to be taken from Singapore. They are, however, Australian horses which are to go to the Land of the Rising Sun, and Mr. Salter, a well known importer of Australian horses into the Straits and Java, is to take the horses to Japan. Negotiations are almost concluded for the purchase of the entire *Bannockburn*, who has an excellent pedigree and a good racing record in Australia. A couple of brood mares are to complete the batch. The idea is that, by the fusion of some sturdy southern blood into the Japanese breed, there will be produced a class of horse, which, for military purposes, would be a vast improvement on the class of animal used at present by the Japanese military authorities.

Three Chinese boatmen were up before the Magistrate to-day for unlawfully making fast to the Hankow wharf. Fines aggregating $15 were imposed and paid.

Liu Yung-fu has cut the telegraph wires, so that the minds of the people may not be disturbed by news of the progress of the Japanese in North Formosa. He has dismissed all the Anhui troops, and is relying entirely on his old Black Flags and his Hakka levies.

One of our correspondents, says *Le Mekong*, informs us that the treaty which places Siam under the protection of England has been signed on one side, and that England is only waiting a favourable opportunity of bringing to light this result of the deep meditations of M. Rolin-Jarquemyns, who has taken this treaty to England, where it will be accepted.

Thus the *Straits Times* of the 13th instant:—Cases of choleraic symptoms are reported in different parts of the town; and, since Sunday, no less than eight such cases have been admitted to the Pauper Hospital. The authorities are grappling with the disease which cannot be said to have become epidemic, but which might certainly become so were it not for prompt remedial measures. There is, however, no cause for alarm, because just in this time of the year stomachic complaints are not altogether unexpected from a variety of causes. The year 1894 was marked for the absence of any more than the ordinary number of cases of cholera, but in the year before that about this time, there was a good deal of it about.

Last night Willard's Opera Company appeared in Suppe's *Boccaccio*, a big task, but one which was well suited to show the capabilities of this clever troupe, more especially the conspicuous ability of Mr. Harry Hall (the nearest approach to our only O'Brady ever seen on the local boards), Messrs. Lowe, Courtenay, Fletcher, Schubert and Munro, and Miss M. Howarth, Miss E. Mackay, Miss Lillie Mowbray (a very painstaking *artiste*) and Miss Williams. Of course to "Harry" (*Lambertuccio*) the greatest amount of praise is due, and his acting, the rendering of several of the love-songs and the dancing was worthy of special mention. We propose devoting some of our space to "Boccaccio" and "Little Christopher Columbus," which is to be produced to-night, in our next. In the meantime we can only conscientiously recommend those who have not been to the Willard's "show" to give them a look up without delay. Half an hour with the Willards is warranted to cure a billious attack or chronic "blues" and send patients home in the very best of good humours.

Referring to the opening of the West River the Peking correspondent of our Shanghai morning contemporary under date 7th June writes:—"In my former letter I called attention to the deletion from the Treaty of Peace of the port of Wuchow, in Kuangsi, situated on the West River. Great importance has for a long time been attached to the opening of this river and frequent have been the representations on the subject by the British and German Legations, but hitherto without success. Similar opposition has been met here, as in other Chinese waterways, from the native junk owners. Native steamers have even been forbidden, as on the Upper Yangtze. After the Japanese successful war all such opposition has been overcome and it was confidently anticipated that whatever Japan chose to ask would be granted, and this among others. But our hopes were only raised to be dashed to the ground. The port was struck out of the Treaty. Sooner or later the Chinese government will be compelled to open this river. The provinces of Kuangsi must be reached and this waterway opened to international trade. It has been through French influence that the river has remained closed. This river would be able to compete favourably in its traffic with the route which the French in Tongking are trying to open up with the view of tapping Kuangsi and South-West China. We hope the hands of Germany are not tied on this question by the present alliance. This would be more than the knuks of the chestnuts which she and France are taking out of the fire for their big friend."

In an address before the Colonial Party of the House of Commons, Mr. J. G. Ward, Colonial Treasurer of New Zealand, stated the other day that New Zealand desired the establishment of a naval station, in view of the results of the late war between China and Japan. Sir Charles Dilke, who was present at the meeting, expressed the opinion that the fact that England possessed a naval station at Sydney was sufficient for the protection of the colonies.

"Perfide Albion" has again done *le bulle France* in the eye, according to *L'Extrême Orient*. Referring to the opening to the West River, provided for in the original draft of the Treaty of Peace between China and Japan, that Journal says:—"Seeing the result obtained we can now understand what possessed Great Britain to push China to useless resistance, which, prolonged without rhyme or reason, placed her more completely, day by day, in the hands of Japan. Under the pretence of sympathy, Albion the faithless, with refined cruelty, put the screw upon China, who had vexed her, until the latter was so stupified as to accept anything proposed if by doing so she could save her life." *L'Avenir du Tonkin* says that England's policy was dictated by a desire to take advantage of the result, of which "we never doubted that England would take the lion's share." Our contemporaries very sensibly remarks the *Hongkong Times*, apparently find short memories convenient, or they would have pointed out that Great Britain, at an early stage of the war, urged the united interference of the Powers, and that Germany was the chief objector. But it is not convenient just now for France to vilify Germany, *L'Avenir* naively points out that the West River, after traversing the Kwangtung and Kwangsi provinces, penetrates into the very heart of Yunnan. That is really where the shoe pinches; but then, as *L'Avenir* says, if there is any sharing of the spoils why should not we also profit by it. . . . . The West River would have been opened to French commerce as much as to other nations. And now that the West River clause has been carefully expunged from the Treaty in question our hysterical Tonkin contemporaries will perhaps see fit to cease for a while their offensive and childish babble and devote a little more attention to the problem of how to make French colonies pay. When the proper time comes for action the West River will be opened despite French bluster and Russian intrigues.

Six weeks "hard" was the dose of physic Mr. Wodehouse administered at the Police Court to-day to a coolie for stealing an opium pipe of the value of $15.

The German Admiralty has offered a prize of £150 for a compass indicator. The problem to be solved is thus stated:—The direction of the compass-card of a ship is to be automatically transmitted to any part of the ship, so that the ship can be steered by it from there. The invention must be suitable for naval service conditions. The decision is to rest with the Naval Secretary of State, who reserves the right to make use of the selected invention for the Imperial Navy. Plans must be submitted to the Reichs-Marine-Amt, Nautische Abtheilung, Berlin, not later than April 1st, 1896.

Among British soldiers serving in the East filial affection is wont to display itself in sending presents periodically to the "old folk" at home. The practice is of very ancient standing; it existed even when these little gifts had to travel round the Cape. But in those days Tommy Atkins had no need to safeguard his relations from being swindled in his name, as is now the case. A private at present serving in India recently wrote to the London *Globe* requesting publicity for his exposure of as mean and dirty a trick as the human mind ever evolved. He stated that it has become quite a common thing for retired comrades of soldiers still on the Indian establishment to find out their parents and make friends with them. After confidence is established in this way, the worthless rascal states that he has been entrusted by the son with a present for his dear old people—he generally specifies it is either an educated parrot, a highly intelligent monkey, or a Hindoo god. But the gift, together with his own luggage, was accidentally landed at a wrong port, and being hard up, he has no means to pay the carriage. The sum required is naturally handed over at once, and the fellow takes his departure, promising to see that all possible despatch is made. But never again is he seen or heard of, nor does the present ever come to hand. Our correspondent suggests, therefore, that soldiers serving abroad should never communicate their relatives' addresses except to such comrades as they know to be honest, and even these should be introduced by letter when it is desired to bring them into personal relations with "the home."

The proposed International Telegraph Vocabulary, the use of which is to be enforced for European messages a very few years hence, is meeting with a good deal of opposition at home. The *Globe* says:—"Seeing that in three years from now the official vocabulary of words selected for use in code telegrams will be forced upon the mercantile communities of Europe, it is not to be wondered at that the labours of the International Telegraph Conference of 1890 should be scanned with a critical eye. In the choice of code words, the Conference announced their intention to adopt the excellent rule that each word must differ by at least two letters and by three elementary signals of the Morse code from any other word. However rigorously this rule may have been enforced in regard to other languages, it is perfectly obvious, from the letter of "W. B." in the *Times*, that it has been systematically infringed in the compilation of the English list. As the result of a cursory examination of this section, the writer has no difficulty in discovering twenty pairs of words which violate the principle—such as "burnish" and "furnish," "fitness" and "witness"—to say nothing of many others, whose telegraphic signals are unsuitable for code telegraphy. The only inference to be drawn from these facts is one which reflects very adversely on the competence of those persons who were entrusted with the task of compilation. Happily the mischief is not irreparable. The law which enforces the adoption of the official vocabulary does not come into play till January, 1898, and the International Telegraph Conference meets again in the course of a few months. No time, therefore, should be lost in bringing all possible pressure to bear on our representatives, with a view to their preparing a revised edition of a code which, as it stands, cannot fail to provide lasting and legitimate materials for irritation in commercial circles."

THE CRISIS IN FORMOSA.

THE "BLACK FLAGS" ON THE WAR-PATH.

(FROM OUR OWN CORRESPONDENT.)

AMOY, 17th June.

The steamer *Wenchow* arrived here from Taiwanfoo on Saturday (the 15th) bearing important despatches, from which it appears that the "Black Flag" leader, Liu Yung-fuh, has assumed a very offensive, blustering attitude and went so far as to virtually order the British Consul at Taiwanfoo to remove the foreign guard (marines) from the port. This strange demand was based on the grounds that the writer (Liu) intended to give battle to the Japanese and therefore required an absolutely free hand to do just as he wished throughout the district. Of course the Consul refused to bow to the redoubtable Liu's ruling, and as the *Wenchow* was in port he hastened to despatch messages by her to the mainland for further assistance, the telegraph lines extending from north Formosa to Anping ports having been cut by order of "Black Flag" Chief in order to prevent his troops hearing of the ignominious collapse of the opposition in the northern part of the island.

The Consul has by this time caused more marines and "blue-jackets" to be landed from H.M.S. *Spartan*, and has also been able to obtain some assistance from the *Redbreast* which was despatched from Tamsui. The German Consul, too, is busy and he has caused the *Iltis* to be sent over to Taiwanfoo from this port, so what with the reinforcements expected to arrive by the *Rainbow* some time to-day and the present display of force it is probable that old Liu will think twice before he trains his guns on the residence of the hated *fan kwai*.

I have just gathered from one of the officers of the *Wenchow* the following interesting particulars of her experience Taiwanfoo a day or two ago. While H.M.S. *Spartan* was anchored off the port near the *Wenchow* a Japanese man-of-war came into the roadstead and anchored outside the *Spartan*, and no sooner had she done so than the Chinese forts opened fire on her (the Jap). Five shots were fired, one of them went clean over the *Spartan*, while another cannon ball struck the water so close to the British cruiser that it caused the spray to fall on her upper deck. The Japanese warship immediately "hove up" and proceeded to sea, while the *Spartan*, it is said, promptly cleared for action and would have returned the fire instanter had it not been for the possibility, and even probability, of such action resulting in the "Black Flag" hordes retaliating by attacking the Europeans on shore.

It will be remembered that the "Black Flags" were sent to Formosa soon after the commencement of the China-Japan war and that they have not yet had a chance of trying conclusions with the Japanese. While the Japanese have taken the Pescadores and North Formosa, the "Black Flags" have been busying themselves to distinguish themselves, but have not had an opportunity of getting within the proverbial stone's-throw of the well hated invaders. The Black Flags came to Formosa with a great reputation and no one who knows Liu doubts his bravery and skill in handling large bodies of Chinese troops. He whipped the French in Tonkin and more than once, a decade ago, thrashed China's southern troops, but what he will be able to accomplish when face to face with the thoroughly disciplined and plucky troops of Dai Nippon remains to be seen. Not much, I fear, and it is quite on the cards that he will end his career at no distant date on a battlefield in the "Beautiful Isle."

The Chinese Government ought to have recalled Liu as soon as peace was declared, but for reasons best known to themselves they did not do so, hence all this fluster and distracting bother in South Formosa. And the end will not come about even with the defeat of Liu at Taiwanfoo, for as soon as he is driven out of that district he intends to take to the mountains and carry on guerrilla warfare for months and, if possible, for years.

I have just heard that the Japanese have effected a landing at South Cape, but that seems unlikely for it is three days' march from South Cape to Takow and the roads are bad, while there are some very suitable landing places between Takow and Anping. It is probable that the unsettled state of the weather and the heavy sea caused thereby have prevented the Japanese from landing near Taiwanfoo, but with the return of more settled weather it is to be hoped that they will lose no time in "sizing up" Liu's disorderly hordes of cut-throats, bullies and brigands.

All is quiet in Amoy at present. Almost all the "braves" brought over from Formosa have been shipped away to their homes near Canton and Shanghai. The Taotai of Amoy has been put to considerable expense in getting rid of such unwelcome visitors and has lodged a protest at headquarters against his district being turned into a dumping-ground for thousands of disbanded and disorderly troops.

The *Bygdo* will be over here from Formosa in a day or two and we shall then probably be able to get hold of more interesting details.

THE SITUATION AT TAIWANFOO.

We are indebted to a local subscriber for the following information relative to the state of affairs in Taiwanfoo, received by the *Hailoong* to-day:—

TAIWANFOO, June 17th.

I'm still in the land of the living you see, although we have had some mild excitement since you last heard from me.

A Japanese cruiser came in on Thursday last and anchored astern of H.M.S. *Spartan* and right amongst the shipping in port. One of the land forts opened fire about ten minutes after the Jap anchored and every vessel in port except the Jap came very near being hit. I hear that one shell whizzed over the *Spartan's* funnels, and that another missile struck the water near her bow and threw a lot of water on her decks. After the fourth shot had been fired from the fort the Jap got under way and steamed out as if to engage her from the South, but her Commander changed his mind and steamed out to sea.

Yesterday the "Black Flag" Chief sent the British Consul a note demanding that the sixty men on shore protecting the foreign settlement should be at once put on board their ship. The Consul replied that not only would no man embark, but that when the other men-of-war arrived (for which he had despatched the *Wenchow* to Amoy) a large reinforcement would be landed. To this Liu replied that they would

"LAND AT THEIR PERIL."

About 3.30 in the afternoon the *Rainbow* arrived and owing to the signals from the shore she and the *Spartan* cleared for action and in less than no time 80 odd marines were landed as well as several guns and everything made ready before nightfall to efficiently repell any attack on the Settlement.

Liu flies his tiger flag over his forts and close up to the boundary of the Settlement and seems to think himself quite a king in his way. He is undoubtedly a great man in a small country and enjoys the confidence of his troops who, as long as he leads them, will doubtless fight like bulldogs.

It is worthy of note that the Customs officials are actually collecting revenue for the "Black Flag" Chief, for, as the native Superintendent of Customs is under Liu, the revenue of course goes into the latter's pocket! Truly, a remarkable state of affairs.

THE PLAGUE IN HONGKONG.

Sanitary Board,
20th June, 1895.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—I am directed to forward to you the enclosed memo and to ask you to be so good as to publish the information in the form transmitted.

I remain, Sir,
Your obedient servant,
W. E. CROW,
Assist. Sanitary Superintendent.

(Enclosure.)

Sanitary Board,
20th June, 1895.

The following are the statistics of cases of plague from June 14th to noon this day:—

No. of cases reported..... 10
" deaths..... 8
" cases under treatment..... 2

There has been one death during the past 24 hours. No new case has been reported.

The total number of deaths from plague since the 29th of April, the day on which the first case was reported, is thirteen.

W. EDWARD CROW.
Assist. Sanitary Superintendent.

AS SWIFT AS A SHOT.

58 MILES IN 45 MINUTES.

THE MILE RECORD UNTOUCHED.

The numerous friends in the Far East of the genial, able and indefatigable Dr. Ed. Bedloe, who while representing the United States in Amoy in recent times wrote, in concert with Dr. W. E. S. Vales, many interesting and exceedingly clever articles on "Things Chinese" for the *Hongkong Telegraph* and a number of leading American journals, was heard from a day or two ago. The "Doc" writes us in his usual frank and interesting style enquiring after old friends and at the same time forwarded the following graphic description of the performances of the American "Flying Dutchman" for which we are only too glad to find space in our crowded columns:—

The newspaper train which whizzed across New Jersey from Camden to Atlantic City Sunday morning, over the tracks of the Camden and Atlantic Railroad, broke all previously existing records of railroad speed, not only in this country, but in the world. It was not that any one of the fifty-eight miles was rolled off at a record-breaking pace, for the fastest mile, near Hammonton, was covered in forty-one seconds, while a famous engine, No. 999, of the New York Central Road, has done nine seconds better. But never before has a speed so sustained been reached by any railroad train of which there is any record. The fifty-eight miles between the Camden depot and the Atlantic City board-walk was rolled off in 45½ minutes, an average speed of nearly 77 miles an hour. The stretch of road, 25 miles long, between Winslow Junction and Absecom, was covered at the rate of 83 miles an hour.

The Camden and Atlantic Road, which is leased and controlled by the Pennsylvania system, runs in nearly a straight line across the State, from the shore of the Delaware, across from Philadelphia, to the ocean. The road-bed is a good one, with a very slight grade. It is well kept and dirt ballasted, comparing very favorably with any of the roads in the State, excepting, of course, the stone ballasted line between Philadelphia and this city. It is an ordinary road-bed, well kept, however, and especially well situated by nature for high rates of speed. Whatever grade there is beyond Camden is all in favor of a train running toward the sea. Across the levels and plains between Winslow and Absecom the road runs about as it could be surveyed, and near Philadelphia the curves are rarely of much difficulty.

Engine No. 1,658, which is one of the new locomotives of the Pennsylvania Road though not of the most approved pattern, drew the record-breaking train, which consisted of two baggage cars stored with Philadelphia Sunday papers. William Earl was the engineer and Thomas Fitzgerald the fireman, while T. Bodell, the assistant road foreman, rode in the cab and assisted Earl in the management of the engine. E. D. Justice was the conductor in charge and G. Alexander the brakeman. Superintendent A. O. Dayton, of the West Jersey Railroad, was on the train and so were Assistant Engineer J. H. Nichol, Supervisor D. F. Vaughan, Assistant Train Master E. Blaisdell and W. K. McAllister, train foreman.

The train pulled out of the Federal Depôt at 35 minutes past 8. Notification had been sent ahead to keep all crossings clear and speed was not slackened once until Atlantic City was reached. The road-bed was in excellent condition and the train rode very easily all the way.

Railroad men in New York were discussing the run yesterday, and though it was said that no piece of road of that length more favourable to high speed could be obtained in the country, it was admitted that the run was a remarkable one. The best runs for a similar distance previously made were by the Empire State express, on the New York Central Road. In March, 1892, this train covered the twenty-one miles between Oneida and De Witt at a rate of 72.69 miles an hour. In November of that year it ran fifty-two miles between Syracuse and Utica at a rate of 67.38 miles, and in May, 1893, it did the eighty miles between Rochester and Syracuse at the rate of 61.45 miles an hour. On English railways the Grand Western holds the record, the fifty-three miles between London and Didcot having been covered in forty-seven minutes.

SANITARY BOARD MEETING.

A meeting of the Sanitary Board was held this afternoon. Mr. F. A. Cooper (Director of Public Works) presided, and there were also present the Dr. J. A. Lowson, (Acting Colonial Surgeon), Surgeon-Major Westcott, Capt. W. C. H. Hastings (Acting Captain Superintendent of Police), and Mr. Hugh McCallum (Secretary.)

MINUTES.

The minutes of the last meeting were read and confirmed.

THE PLAGUE AT MACAO AND SWATOW.

The following correspondence was read:—

Colonial Secretary's Office,
Hongkong, 10th June, 1895.

Sir,—I am directed to transmit for the information of the Sanitary Board the enclosed copy of a letter from Her Majesty's Consul at Swatow, reporting a decrease in the mortality from plague at that port.

I have the honour, etc.,
J. H. STEWART-LOCKHART,
Colonial Secretary.

The Secretary Sanitary Board.

(Enclosure.)

Swatow, June 4th, 1895.

Sir,—I am pleased to report that the death-rate from Bubonic Plague is diminishing. The decrease has been most marked since May 25th. From May 25th to June 3rd I heard of only nine deaths. I trust that it will shortly disappear entirely, as on June 1st, 2nd and 3rd I could hear of no fresh cases and no deaths.

I have, etc.,
HENRY LAYNG.

B. C. G. Scott, Esq., H.B.M. Consul, Swatow.

H. B. M. Consulate,
Swatow, 4th June, 1895.

Sir,—Referring to my dispatches of 25th April and 1st May last, I have only to enclose a copy of a letter from the Medical Officer to this Consulate reporting a considerable decrease in the mortality from Bubonic Plague in this port.

I have, etc.,
(Sd.) B. C. GEO. SCOTT,
H. M. Consul.

Colonial Secretary's Office,
Hongkong, 11th June, 1895.

Sir,—I am directed to transmit for the information of the Sanitary Board the enclosed copy of a letter from Her Majesty's Vice Consul in Macao containing returns of deaths from plague in that Colony from noon on the 28th ultimo to noon on the 7th instant.

I have the honour, etc.,
J. H. STEWART LOCKHART,
Colonial Secretary.

The Secretary, Sanitary Board.

(Enclosure.)

H.B.M. Vice Consulate,
Macao, June 7th, 1895.

Sir,—I have the honour to forward the returns of deaths from Bubonic Plague in this Colony from the 28th May to the 7th instant.

May	28th (noon)	to May	29th (noon)		18
"	29th "	"	30th "		16
"	30th "	"	31st "		21
"	31st "	June	1st "		10
June	1st "	"	2nd "		26
"	3rd "	"	4th "		11
"	4th "	"	5th "		12
"	5th "	"	6th "		13
"	6th "	"	7th "		14
					143

I have, etc.,
(Sd.) E. T. C. WERNER,
H.B.M. Vice Consul.

The Hon. J. H. Stewart Lockhart, Colonial Secretary, Hongkong.

Colonial Secretary's Office,
Hongkong, 19th June, 1895.

Sir,—I am directed to transmit to the information of the Sanitary Board the enclosed copy of the letter from Her Britannic Majesty's Vice-Consul at Macao, containing the returns of deaths from plague in that Colony from noon on the 7th to noon on the 17th instant.

I have, etc.,
J. H. STEWART LOCKHART,
Colonial Secretary.

The Secretary, Sanitary Board.

H.B.M. Vice-Consulate,
Macao, June 17th, 1895.

Sir,—I have the honour to forward the return of deaths from Bubonic Plague from the 7th to the 17th instant. Forty-four of these

occurred in the Chinese Hospital at Lappa, but most of the patients treated there contracted the disease in Macao.

June	7th (noon)	to June	8th (noon)	.....	18
,,	8th ,,	,,	9th ,,	.....	16
,,	9th ,,	,,	10th ,,	.....	7
,,	10th ,,	,,	11th ,,	.....	6
,,	11th ,,	,,	12th ,,	.....	7
,,	12th ,,	,,	13th ,,	.....	6
,,	13th ,,	,,	14th ,,	.....	5
,,	14th ,,	,,	15th ,,	.....	4
,,	15th ,,	,,	16th ,,	.....	12
,,	16th ,,	,,	17th ,,	.....	5
					86

I have, etc.,
(Sd.) E. T. C. WERNER.
The Hon. J. H. Stewart Lockhart,
Colonial Secretary.

THE PUBLIC LATRINES NUISANCE.

Hongkong, June 6th, 1895.

Sir,—Complaints having been made to me concerning nuisances caused by public latrines, I have the honour to submit for the consideration of the Board a proposal for the adoption of a dry earth system for the abatement of such nuisances and requirements which have been reported. But against it are:—*First*, suitable dry earth cannot be obtained here; *second*, that it will cause a loss of revenue to the Colony. The soil which consists of clay and quartz which, when dried pounded and sifted forms a perfect powder. It has been used on the Mill Banks for many years with good results. I do not think the loss to the Colony will be great, as the system should apply only to the public latrines. Taking the soil from the public latrines, and one fourth (1/4) of the whole revenue would still be derivable from three fourths (3/4), as to the cost—the army contractor would supply dry earth, keep the buckets clean and remove the soil at 5c per seat, per month, but of course more favourable terms might be obtained and this, too, is mentioned merely to give an idea of the probable cost. I venture to suggest a trial of this system in the present Government latrines with a view to the consideration of its adaptibility for general use in the future.

I have, etc.,
S. WESTCOTT,
Acting Medical Officer of Health.
To the President, The Sanitary Board.

MR. WHITEHEAD'S MISSION.

SINGAPORE, June 12th.

We of this Colony heartily congratulate our neighbours of Hongkong on the possession of so energetic and determined a champion as the Honourable T. H. Whitehead. Looking at the two questions that have arisen between the two Eastern Crown Colonies and the Home Government, any one would have said that the case of this Colony, a mere principle of the adjustument of a pecuniary liability would have been with any honest intention, settled clean out of hand; while on the other hand a question of constitutional reconstruction, such as that agitated in Hongkong would require careful weighing and looking at all round before an authoritative decision could be come to one way or the other. Yet what do we see? We have had five years of almost precisely those relations with the Home Government that, at another time and in another place, cost Britain her American Colonies. And we may merely remark that, for all signs of a settlement we yet behold, it may be five years more before we extort a settlement by our persistence in asking for fair-play. It would be ridiculous to say that by a department of any pretensions to business habits our affair of the disputed proportion of the Exaction could have been settled inside of, say, twenty-four hours. The real cause of the deliberate delay in dealing with our case is that the payment extorted from this Colony, solely through its exceptionally weak numerical representation of unofficial opinion, is being used as an instrument of financial coercion to be applied to other Colonies placed in the same unfortunate position as ourselves. Meanwhile Hongkong frames a petition asking for fairly comprehensive constitutional reforms. It is sent home and presented to the House of Commons. Mr. Whitehead goes home also and applies his energy to representing publicly the claims of the Hongkong public to "the common right of Englishmen to manage their local affairs, and control the expenditure of the Colony where Imperial considerations are not involved." The petition of Hongkong, unlike that from the Straits, curiously appears promptly in full in the *Times* and many other newspapers. Mr. Whitehead boards Lord Ripon in his lair, and as the result of a "long interview"—poor Lord Ripon, a succession of very bad quarters of an hour for you, in the hands of Mr. Whitehead—we read that "the Secretary of State for the Colonies has agreed to place one or two non-official members on the Executive Council of Hongkong, and is further favourably considering the question of adding two unofficial members to the Legislative Council. If decided on, this will make the number of official and non-official members equal, and the Governor will have the casting vote." This is not all that the Petition of Hongkong asked, but it is going a very long way indeed to realise its prayers. And it is certainly a remarkable concession, partly explained however by the municipal character of much of the Hongkong administration, that the unofficial element is actually to take a real live share in governing the Colony, by seating one or two members at the Executive Council Table. Over and above that there is a disposition on the part of Lord Ripon to increase the Unofficial element in the Legislative Council—an easier thing to grant than the other, one would say—an arrangement which, in operation, must go far indeed to help Hongkong to what it wants. It has almost been with Mr. Whitehead *Veni, Vidi, Vici*, and Downing Street's knees have doubled under when tackled by a man who knew what he wanted and had the will and force of character to handle aright the obstinate yet pliable personality of Lord Ripon.

For us in this Colony a battle has been gained without our joining issue. The concession granted to the attack of Hongkong cannot be withheld from this Colony when the time comes for us to ask for its application here, and for this reason we shall be glad when we can clear the field of the present dispute over our oppressive military charges, a quarrel which has blocked the way of the Colony for fully five years and aroused a resentment against the obscure officials who pull Lord Ripon's wires and are the real "villain of the piece." The Executive Council here would be all the better for the healthy infusion of opinion of men who owe no official obedience to a Governor's nod, and can afford to speak the truth and say what they think—a luxury not attainable always by men who have been formed within official limitations, and live and move and have their being according to the precepts of the "Civil Service Guide to Official Etiquette." It may not always be easy to get the right men, men who with ripe experience of the Colony's affairs could yet spare the time for such service. Yet it should be done, and a limit should be put to the tendency now sometimes seen, where valuable advisers are lost to the Legislative Council and to the performance of other public duties, simply because commercial or professional pursuits, sometimes even the wishes of business partners in London, operate as an obstacle to any participation in public affairs. An Executive Council as it stands at present can never be a strong body and it never dares even to show what modicum of strength it way possess. It exists as a rule—there may be occasional exceptions—to "say ditto to Mr. Burke." It is necessarily "a one-man show" with a chorus of docile "supers" in the background. When opportunity comes, then, we shall in our turn claim a similar concession in the direction of a representation of local opinion in the direct administration of this Colony. It will be all the more difficult to refuse such a request on account of the strange ease with which the concession has been yielded to Hongkong. It would be naturally difficult for a Home Rule Secretary of State to refuse what was so plausible an appeal to the principles that the Gladstonian party have trumpeted out to the constituencies as the sole pathway to political salvation. Mr. Whitehead, in the "long interview," would of course have rubbed this well into the unhappy Lord Ripon, and likewise would have informed him, were no satisfactory concession forthcoming, that he would at once take the necessary steps for exposing the Government's inconsistency in a matter which does not in the remotest degree compromise British Imperial interests, as the Irish Home Rule policy distinctly does. As for us, unluckily, although there is also a Local Government aspect to our case, yet the chance of playing off the British taxpayer—a perfectly dishonest plea as we have shown—has been held to be enough for five years to deny justice to this Colony and reduce its administration, in almost all departments, far below the level of even a meagre degree of efficiency.—*Singapore Free Press.*

THE BURSTING OF THE BUFFER STATE BUBBLE.

BY MR. HOLT S. HALLET.

The telegram from its Rangoon correspondent to the *Times* is the first intimation that has been given of the bursting of the Buffer State bubble. The two condition unders which this bubble would be burst are set forth in the despatches of Lord Rosebery to Lord Dufferin of Oct. 27, 1893, and Nov. 14, 1893. They were as follows:—

1. If the French Government failed to promptly enter into a mutual guarantee with Great Britian "to properly confirm and secure the integrity and independence of Siam."

2. "If a substantial State was not to be created, but one which would satisfy neither the Chinese nor ourselves."

As the approximate dimensions of the neutral State were fixed by the protocol signed on Nov. 25, 1893, the latter condition may probably be eliminated. I propose, therefore, to deal with the first, and to show the consequent effects of the bursting of the bubble.

In his despatch dated Oct. 27, 1893, Lord Rosebery stated that—

"Should these negotiations, however, unfortunately fail, and should the French Government be unable to accept the above proposal (which is offered in the most conciliatory spirit) the British Government would have to take such measures as they might consider necessary for their own protection. These it is not necessary more particularly to define, but they would, at any rate, be compelled to maintain and strengthen their hold over the State of Kyaing Chaing on both sides of the Mekong, and over Kyaing Ton, which also extends for a certain distance along the left side of that river, in such manner as they might deem fitting, and, indeed, to assume a proper control of the river itself where it passes through their territories. They would also take into immediate consideration the measures necessary to preserve an independent State between the main body of the British dominions and those of France. This is a provision which they have always believed to be in accordance with the views, as it certainly is with the declarations, of the French Government, and one which they deem to be absolutely necessary for peaceful and good relations between the two countries."

That is to say, Siam would be brought under British protection.

Now, Lord Dufferin, in a despatch dated Paris November 11th, 1893, to Lord Rosebery, which was either misdated or took eleven days to complete its short journey, in describing what he termed "a very satisfactory interview with M. Develle," stated that—

"He (M. Develle) said that the differences between France and Siam were now on the point of being closed. Siam was rapidly fulfilling her treaty obligations; the left bank of the Mekong, he believed, was already evacuated, and the only matter which remained unsettled was the punishment of the murderers of M. Grosgurin. According to the promise made to me at a previous interview, he had telegraphed to the French representative at Bangkok to impress upon the Siamese Government the necessity of hastening the trial, in order that an early date might be fixed for the evacuation of Chantaboon. There was not the slightest intention of retaining the French troops at that place, and the moment the Siamese Government should have fulfilled its present engagements they would be withdrawn.

"His Excellency then went on to speak of the desire of Her Majesty's Government for the placing of Siam under mutual guarantee. He considered that such an arrangement would be most advantageous. It would be the surest way of avoiding in the future all chances of conflict or misunderstanding. 'In short,' he added, 'I desire to renew the assurances I have already given you that the moment the Franco-Siamese treaty is executed I shall be quite ready to consult with you on the exact terms in which a reciprocal engagement to that effect may be most conveniently embodied.'

"The foregoing is but a short *resumé* of what passed between me and his Excellency, but your Lordship may consider it as an absolute, exact and almost literal reproduction of M. Develle's promises in regard to the proximate evacuation of Chantaboon, and the eventual neutralisation of the kingdom of Siam."

A year and a half has elapsed since M. Develle made his promises, without their being performed. France appears bent upon permanently annexing the three Siamese provinces of Battambong, Siam-Reap, and Chantaboon. Lord Rosebery's patience has evidently come to an end. He has at length been cornered, and forced to make up his mind either to allow France to acquire the remainder of Siam, or else to declare it to be under British protection. France is at our doors in northern Indo-China, and the construction of the Burma-Siam-China Railway has become of imperative importance. Further delay in taking it in hand would be madness.

With France and Germany in active alliance with Russia to promote Russia's aims in Korea and North-Eastern China, the action of France in Indo-China, and its frontier with Kiang Kung, one of the Burmese Shan States that we have foolishly handed over to China, still unsettled, we have a pretty peck of troubles in store. Lord Rosebery might well remark, in his speech on May 4th at the Royal Academy Banquet, that:—

"We have hitherto been favoured with one Eastern Question which we have always endeavoured to lull, as something too portentous for our imagination; but of late a new Eastern Question has been superadded to that of which we were already aware, which I confess to my apprehension is, in the dim vista of futurity, infinitely graver than even that question of which we have hitherto known."

THE JAPANESE NAVY.

At a meeting of the Japan Society in London on the 8th ultimo an interesting paper on "Japanese Shipping" was read by Mr. F. Elgar, a member of the Council. His Excellency, the Japanese Minister presided and introduced the lecturer to the meeting "as authority on shipbuilding who had lived for some time in Japan and was well acquainted with its people and conditions."

Mr. Elgar, in his paper, said that the shipping of Japan remained practically unchanged for some 250 years. Forty years ago, however, the order forbidding the construction of vessels of more than seventy-six tons was withdrawn, and since that time a complete revolution in the building of war and merchant ships had taken place. Japan had created for herself a navy which could make her power felt abroad, and which had all the essential elements of permanence and progress. Not only had they a large number of war vessels, but they had created and developed in the country the means of building and repairing ships of the highest class for themselves. It was, perhaps, imperfectly realised in this country how much could and was being done by Japan in the way of modern naval construction. In 1892, there were fifty-three shipyards employed in building vessels of the European type. At the present time they were building three steel cruisers of the most modern type, which were to have a speed of twenty knots, and the number of torpedo-boats that had been turned out was sixteen. The Japanese as a race were highly gifted with mechanical skill, and they were eminently successful at all the work that was required in the construction of a modern ship and her machinery. The men were industrious and had a lighter touch than English workmen. Strikes were unknown, and the cheapness of labour was more than a set-off against the cost of the materials that had to be imported. He was informed that steam-boats were now being built in Japan at a less price than they could be constructed and delivered from an English port. In Japan there were all the signs that it would become a great trading and manufacturing country, and *there seemed every probability that she would play a similar rôle in the East with regard to manufactures and trade that Great Britain had played in the Western world.* He had no doubt whatever, that Japan would become an important shipbuilding country, and Great Britain would in all probability find her a more and more formidable trade competitor, especially in the markets of the East. The chief interest which Japan had, however, was that of peace, so that she might be left free to develop her industries and foreign trade, and to improve the condition of her people. In that there was a guarantee that the growing influence of Japan in the East would not be dangerous to the cause of peace.

A discussion followed, in which Sir Edward Reed, M.P., Mr. Martell (chief surveyor at Lloyd's), Dr. Okamura, Mr. M'Lean, and Captain Yendo took part.

The Japanese Minister said the object of Japan had always been the peaceful development of the country. The policy of the Government in olden times not only retarded, but absolutely stopped the progress of Japan in shipping matters, but during the past forty years the whole nation from the Emperor downwards had done everything in their power to make up for the neglect of the past, and the result of the war with China had amply proved the wisdom of the course that had been pursued. He hoped that the aspirations of Japan would always receive the sympathy of Great Britain.

SHIPPING AND MAIL NEWS.

MAILS DUE:

American *(City of Peking)* 21st inst.
Canadian *(Empress of India)* 25th inst.
American *(China)* 25th inst.
Australian *(Menmuir)* 25th inst.
Tacoma *(Victoria)* 5th prox.
American *(Belgic)* 12th prox.

* * *

THE Canadian Pacific Railway Co.'s steamer *Empress of India* arrived at Nagasaki at 7 a.m. to-day, and left again at 5 p.m. for this port, *via* Shanghai.

* * *

THE P. & O. S. N. Co.'s steamer *Aden* left London for this port on the 15th inst.

* * *

THE N. G. I. steamer *Latimbro* left Singapore yesterday for this port, and may be expected here on or about 26th inst.

* * *

THE steamship *Ningchow*, from Glasgow and Liverpool, left Singapore for Hongkong this morning, and is due here on or about the 25th inst. She will call here *en route* to Shanghai, Kobe and Yokohama.

* * *

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

Adour	steamer	from	Singapore.
Lutin	,,	,,	Nagasaki.
Phra Nang	,,	,,	Bangkok.
Hongkong	,,	,,	Haiphong.
Amigo	,,	,,	Saigon.
China	,,	,,	Saigon.
Wootan	,,	,,	Singapore.
Hailong	,,	,,	Coast Ports.
Canton	,,	,,	Canton.
Fooksang	,,	,,	Swatow.
Annandale	,,	,,	Moji.

Aggregating 13,349 tons register.

DEPARTURES.

Yuensang	steamer	for	Manila.
Yens Meinich	,,	,,	Shanghai.
Rauenna	,,	,,	Singapore.
Kwanglee	,,	,,	Shanghai.
Canton	,,	,,	Swatow.
Asamor	,,	,,	Singapore.
Shuntung	,,	,,	Singapore.
Telamon	,,	,,	Shanghai.

Aggregating 10,638 tons register.

* * *

HONGKONG AND WHAMPOA DOCK RETURNS.

Reina Cristina (cruiser) in Kowloon Dock.
Pakshan ,, ,, ,,
P. C. C. Klao ,, ,, ,,
Tritos ,, ,, ,,
Bonnington ,, ,, ,,

The owners of the steamer *Nora* having decided that they cannot raise her proposed to get all they could out of her and then break her up. This might have taken some weeks, and the *N. C. Daily News* understands that the Chinese Customs are now to undertake her immediate removal from Woosung bar.

* * *

The Mutual steamer *Ping Suey*, Captain D. Davies, arrived at Singapore from Hankow on the 10th inst. with the first cargo of Chinese tea, 4500 tons, for London. She took 6 days 10 hours from Woosung, thus beating the *Moyune* by seven hours. The weather was fine; average speed was 14 knots. The same company's steamer *Oanfa*, Capt John A. Davies, from Hankow with 5,350 tons of tea for Odessa, arrived at 7 a.m. on the 12th and sailed at noon. Her passage from Woosung to Singapore was 7½ days, her speed being 11½ knots. The Glen line steamer *Glengyle* had also passed through Singapore, but the local papers give no particulars of her voyage.

* * *

Suez Canal traffic for 1894 is reported by Consul-General F. C. Penfield, of Cairo, as follows:—The number of vessels passing was 3,352, 10 in excess of 1893, and the amount received from tolls was $14,770,081. In 1871 only 1,264 vessels used the canal. The year of largest business was 1891, when 4,206 steamers passed through. By reason of the application of electric light nearly 95 per cent of the vessels using the canal in 1894 were enabled to travel at night. Only 5 American ships passed the canal—war ships and yachts. The British ships numbered 2,394 of 6,009,902 aggregate tonnage; Germany sent 294 ships through, France 184, and Holland 188. The aggregate net tonnage of all ships in 1894 was 8,039,106 tons.

THE RAUB AUSTRALIAN GOLD MINING CO., LIMITED.

The following is the annual report of the Raub Australian Gold Mining Co., Limited:—

The Directors present herewith the balance sheet and profit and loss account for the year ending 31st March last, Singapore accounts to 28th February being incorporated.

The Manager's report enclosed deals exhaustively with the work carried on at the mines during the period under review, and speaks for itself. Larger gold returns were anticipated, but unforeseen difficulties, especially those caused by an abnormally wet season, have occasionally delayed operations. All development has been paid for from the proceeds of the mines.

It is intended to construct and equip a light railway, so as to connect the mines with the battery, thus superseding the present mode of carriage by bullock drays.

The Board will at the annual meeting recommend the reduction of their number to four.

In accordance with the articles of association all the Directors—Messrs. De Burgh Persse, Robert Philp, Maurice Hume Black, Frederick Johnson, and George Frederick Scott, and the auditors Messrs. W. Robertson Strong and T. A. Read—retire, but are eligible for re-election. It will devolve upon the meeting to fix the auditors' remuneration.

DE BURGH PERSSE,
Chairman.

BALANCE SHEET FOR THE YEAR ENDING 31ST MARCH, 1895.

Liabilities.

Dr. 31st March, 1895.

To capital—200,000 shares at £1 each	£200,000.	0. 0.
Less unissued shares, 10,000 shares at £1 each	10,000.	0. 0.
	190,000.	0. 0.
Uncalled capital on 140,000 shares at 6s. 2d. per share	43,166.	13. 4.
	£146,833.	6. 8.
,, sundry creditors*	1,616.	4. 0.
,, unclaimed dividends:—		
Singapore	21.	19. 6.
Brisbane	8.	1. 0.
	30.	0. 6.
London Bank of Australia, o/d.	16.	5. 9.
	£148,496.	6.11.

* This includes £1,552 15s. 4d. on account of R. Sefton's shares.

Assets.

Cr. 31st March, 1895.

By mining property (nominal)		£133,237.	12.10.
,, machinery	£7,619. 0. 0.		
,, plant	366. 0. 0.		
,, tools, implements, & stores	753. 0. 0.		
,, buildings	1,478. 0. 0.		
,, timber	35. 0. 0.		
,, firewood	38. 0. 9.		
,, furniture—Singapore & Raub	180. 0. 0.		
,, railway	25. 0. 0.		
	10,494.	0. 0.	
,, concentrates	25.	0. 0.	
,, value of estimated proportion of eighteenth crushing belonging to year ending 28th February, viz., 700 ozs. gold from 1,667 tons of stone	2,502.	10. 0.	
,, balance to credit dividend account:—Singapore £21.19. 6 ,, Brisbane 8. 1. 0	30.	0. 6.	
,, cash balance, Singapore	£427. 16. 11		
,, cash balance, Raub	389. 12. 10		
	817.	9. 9.	
,, profit and loss account	1,389.	13. 10.	
	£148,496.	6.11.	

PROFIT AND LOSS.

1st April, 1894.

To balance down	£1,755.	5.11.
31st March, 1895.		
,, directors' and auditors' fees, salaries, and charges	69.	16. 1.
,, wages and expenses at Raub, including cost of Singapore office and directors' fees £10,180. 0. 7		
,, stores, tools, and implements	352. 0. 3.	
,, fuel	707. 5. 7.	
,, timber	104. 13. 4.	
	11,343.	18. 9.
,, depreciation, plant	150. 1. 0.	
,, depreciation, furniture	4. 18. 1.	
	134.	19. 1.
	£13,953.	19.10.
1st April.—To balance down	1,389.	13.10.
31st March, 1895.		
Net proceeds 3,413 ozs. of gold from 6,459 tons of stone (including estimated value of January and February crushing, viz., 700 ozs. from 1,667 tons of stone) after payment of royalty, cost of transit, insurance, &c.	12,165.	12. 6.
By net proceeds 768 bags of concentrates	265.	13. 6.
,, rent received for farm	112.	13. 6.
,, balance down	1,309.	13.10.
	£13,953.	19.10.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, is more reliable as an agent in the cure of *Consumption, Bronchitis and General Debility*, than any other remedy known to medical science. Read the following:—"I have prescribed 'Scott's Emulsion' and have also taken it myself, and can fully endorse the opinion that it is both palatable and efficient, and can be tolerated by almost any one—especially where Cod Liver Oil itself cannot be borne." MARTIN MILES, M. D. &c., Stantenbury, Bucks.—[*Advt.*

Intimations.

SYRUPS FROM SOUND RIPE FRUIT.

MULBERRY. LEMON. RASPBERRY.
STRAWBERRY. PEACH. BLACKBERRY.
GOOSEBERRY. BANANA. PINEAPPLE.
LIME FRUIT JUICE. LIME TABLETS. LIME FRUIT CORDIAL.
EVERTON TOFFEE. LEMON TABLETS.

CHAMPAGNE BITTERS AND BOVRIL.

WATKINS & CO.,
51] APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong.

Masonic.

VICTORIA LODGE OF HONGKONG. No. 1026.

AN EMERGENCY MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on SATURDAY, the 22nd instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.
Hongkong, 18th June, 1895. [805

Hotels.

BAY VIEW HOTEL.

THE "RAMSGATE" OF HONGKONG, *(On Shau-ki-wan Road.)*

THE POPULAR SUMMER RESORT, and TERMINUS of the only pleasant DRIVE to be had on the Island. "BAY VIEW" occupies the best situation on the Shau-ki-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.

To the other attractions of this popular resort BATHING PAVILIONS have been added, and a LAUNCH runs from the NEW PEDDER'S WHARF to BAY VIEW every half-hour after 5 P.M. daily.

Private Dinners or Tiffins prepared in First-class style on the shortest notice, and Meals can be served at all hours.
Hongkong, 13th August, 1894. [723

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES,
(FROM APRIL 1ST TO OCTOBER 31ST).

One person, per day	$ 4.00
One person, per month	$75 to 90.00
Married couple (occupying one room) per day	7.00
Married couple (occupying one room) per month	150.00
Married couple (occupying two rooms) per month	170.00

For further particulars, apply to
THE MANAGER,
New Victoria Hotel.
Hongkong, 16th March, 1895 [726

WINDSOR HOTEL,
HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,
Proprietor & Manager.
Hongkong, 3rd April, 1895. [420

THOMAS' GRILL ROOMS,
No. 9, QUEEN'S ROAD CENTRAL.

I AM happy to inform my PATRONS that in connection with the GRILL ROOM, I have secured the 1ST FLOOR recently occupied by the CHINA FIRE INSURANCE COMPANY (above the present GRILL ROOM) and have fitted it up for

LADIES' DINING ROOMS,
with all conveniences attached. I am also now prepared to serve
DINNERS, TIFFINS AND SUPPERS
to Parties when Ordered distinct from the ordinary GRILL ROOM.

DAILY NEWSPAPERS AND PERIODICALS.
Hongkong, 30th April 1895. [583

FUJIYA HOTEL,
MIYANOSHITA,
HAKONE.
Four and a half hours from Yokohama.

FIRST-CLASS ACCOMMODATION.
NATURAL HOT SPRINGS.
THE ELECTRIC LIGHT IN ALL THE BUILDINGS.
TWO ENGLISH BILLIARD TABLES.
EXCELLENT CUISINE.
SPECIAL RATES MADE FOR A PROLONGED STAY.

S. N. YAMAGUCHI,
Proprietor.
231

To be Let.

TO LET.

DWELLING HOUSES:—
"HIGHCLERE," 5 Roomed Bungalow at MAGAZINE GAP.
HOUSES in RIPON TERRACE.
ONE FLOOR in BLUE BUILDINGS.
OFFICES:—
FIRST FLOOR No. 7, PRAYA CENTRAL, at present occupied by Messrs. HOLLIDAY, WISE & Co.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 17th June, 1895. 17

TO LET.

THE eight roomed HOUSE, No. 27, CAINE ROAD, occupation from FIRST SEPTEMBER next.
NO. 9, SEYMOUR TERRACE.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 1st June, 1895. [726

For Sale.

NOTICE.

THE Undersigned has been Appointed SOLE AGENT for WOOD & Co.'s well known COW BRAND of Finest AUSTRALIAN TABLE BUTTER, in 1lb. Tins. Fresh Stocks always on hand. Special Terms to the Trade.
GEO. P. LAMMERT,
Duddell Street.
Hongkong, 20th April, 1895. [506

THE FREDERICKSBURG BREWERY Co.'s LIGHT PALE ALE,
Unsurpassed in quality and highly recommended by persons of Refined taste.
Makes a delicious and comforting drink during Summer Months.
H. E. BOTTLEWALLA,
SOLE AGENT,
No. 2, D'Aguilar Street.
Hongkong, 5th March, 1895. [197

CALDBECK, MACGREGOR & Co.,
WINE and SPIRIT MERCHANTS,
HONGKONG, SHANGHAI, LONDON AND GLASGOW.
13, Queen's Road,
Hongkong, 24th August, 1894. [58

J. DENIS, HENRY MOUNIÉ & CO.
COGNAC.
ESTABLISHED 1838.
TRADE MARK. ENTERED AT STATIONERS' HALL.
BRANDY OF EXCEPTIONAL PURITY AND EXCELLENCE.
Proprietors of large Vineyards and Distilleries.
Apply to:—PIERRE MARTY, Esq., Hongkong.
M. OPPENHEIMER & Co., Paris, Agents.

FOR SALE.

JAPAN HAND-MADE PAPERS.
JAPAN PRINTING PAPERS.
JAPAN COPYING PAPERS.
JAPAN WALL PAPERS.
&c., &c., &c.
PRICES VERY MODERATE.
ORDERS respectfully solicited by the Undersigned.
MITSUI BUSSAN KAISHA,
8, Queen's Road Central.
Hongkong, 2nd January, 1894. [58

DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.
MR. WONG TAI-FONG,
Surgeon Dentist,
(Formerly articled Apprentice, and latterly assistant to Dr. ROGERS),
HAS REMOVED
TO
THE BANK BUILDINGS,
QUEEN'S ROAD,
(Opposite Hongkong Hotel),
CONSULTATION FREE.
Hongkong, 27th July, 1891. [14

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1894. [394

HONGKONG TIMBER YARD, WANCHAI.
OREGON PINE SPARS and LUMBER Always on Hand.
L. MALLORY.
Hongkong, 24th June, 1891. [

The Share Market.

LATEST QUOTATIONS.

BANKS.

Hongkong and Shanghai Bank.—175 per cent. premium, sales and buyers.

The National Bank of China, Ld.—o n £8.0.0. paid up,—$27, sales and buyers.

The National Bank of China, Ld.—Founders' shares, nominal.

The Bank of China, Japan & the Straits, Ld.—nominal.

The Bank of China, Japan & the Straits, Ld.—Founders' shares—nominal.

CHINESE LOANS.

Chinese Imperial Loan of 1886 E—11 per cent. premium.

MARINE INSURANCES.

Union Insurance Society of Canton—$162 per share, sellers.

China Traders' Insurance Company—$66½ per share, sellers.

North China Insurance—Tls. 195 per share, sellers.

Canton Insurance Company, Limited—$162½ per share, buyers.

Yangtsze Insurance Association—$93 buyers.

On Tai Insurance Company, Limited—Tls. 15 per share.

The Straits Insurance Co., Ld.—$18½ per share, buyers.

FIRE INSURANCES.

Hongkong Fire Insurance Company—$199 per share, buyers.

China Fire Insurance Company—$84 per share, sellers.

SHIPPING.

Hongkong, Canton, and Macao Steamboat Co.—$31½ per share, sellers.

China and Manila Steam Ship Company—$52½, sellers.

Indo-China Steam Navigation Company, Limited—$53, sellers.

Douglas Steamship Company—$50, buyers.

China Mutual Shippers Co., Ld.—(Preference)—£7 per share, buyers.

China Mutual Shippers Co., Ld.—(Ordinary)—£1 per share, buyers.

REFINERIES.

China Sugar Refining Company, Limited—$105 per share, sellers.

Luzon Sugar Refining Company, Limited—$45, sellers.

MINING.

Punjom Mining Co.—(Ordinary)—$5.40 per share, buyers.

Punjom Mining Co.—(Preference)—$1.60 per share, sellers.

The Raub Gold Mining Co., Limited—$4.25 per share, sellers.

The New Balmoral Gold Mining Co., Limited—$5.30 per share, sellers.

Société Française des Charbonnages du Tonkin—$110 per share, sellers.

The Jelebu Mining and Trading Co., Limited—$3.50, sellers.

DOCKS, WHARVES AND GODOWNS.

Hongkong and Whampoa Dock Company—100 per cent. premium, buyers.

Geo. Fenwick & Co., Limited—$16 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—$41 per share, buyers.

Wanchai Warehouse Co., Ld.—$37½ per share, buyers.

HOTELS.

Hongkong Hotel Company—$8 per share, sellers.

The Shameen Hotel Co., Limited—nominal.

LANDS AND BUILDING.

The Kowloon Land and Building Co., Limited—$10½ per share, sellers.

The Hongkong Land Investment Co., Limited—$59½ sellers.

The West Point Buildings Co., Limited—$18½ per share, buyers.

Humphreys' Estate and Finance Co., Ld.—$10 per share, sellers.

DISPENSARIES.

A. S. Watson & Co., Limited—$98, sales and buyers.

Dakin, Cruickshank & Co., Limited—$1 per share, sellers.

MISCELLANEOUS.

Hongkong Dairy Farm Co., Limited—$8 per share, sellers.

H. G. Brown & Co., Limited—$4½ per share, sellers.

Hongkong Rope Manufacturing Company, Limited—$123½ per share, sales and buyers.

Hongkong Gas Company—$125 per share, buyers.

Hongkong Ice Company—$79 per share, buyers.

Hongkong and China Bakery Company, Limited—$30 per share, buyers.

The Hongkong Brick and Cement Co., Limited—$8 per share sellers.

The Green Island Cement Co.—$98, buyers.

The Hongkong Electric Light Co., Limited—$4.60, buyers.

The Hongkong High-Level Tramway Co., Limited—$70, buyers.

Campbell, Moore & Co., Ld.—$3 per share buyers.

Bell's Asbestos Eastern Agency, Limited—£1 shares; 15s. paid; $10, buyers.

G. H. POTTS (Share Broker),
Telegraphic Address—"Rialto"

EXCHANGE.

On London,	Telegraphic Transfer	2/1⅞
"	Bank Bills, on demand	2/1⅞
"	" 4 months' sight	2/2
"	Credits, 4 months' sight	2/2⅛
"	D'ments, 4 months' sight	2/2⅛
On Paris,	Bank Bills, on demand	2.70
"	Credits, 4 months' sight	2.76
On New York,	Bank Bills, on demand	52½
	Credits, 30 days' sight	53⅛
On India,	Telegraphic Transfer	195½
"	On demand	195⅝
On Shanghai,	Telegraphic Transfer	72⅜
"	Private, 30 days' sight	73⅛
On Yokohama, T.T.		par.
On Singapore, T.T.		⅛ per cent. premium
Sovereigns, Bank's Buying Rate		$9.16
Gold Leaf 100 touch, per tael		47.90
" " 99⅛ " "		47.60
Bar Silver		30½
Bullion (nominal)		

OPIUM QUOTATIONS.

Hongkong, 20th June.

New Patna, cash	$765	per chest.
New Benares, cash	755	"
Old Malwa, credit	720	"

(*Allowance taels* 8 to 40.)

Post Office.

A MAIL WILL CLOSE—

For Kobe and Yokohama.—Per *Queen Victoria* to-morrow, the 21st instant, at 11.30 A.M.

For Nagasaki, Kobe and Yokohama.—Per *Verona* to-morrow, the 21st instant, at 11.30 A.M.

For Shanghai.—Per *Adour* to-morrow, the 21st instant, at 5 P.M.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. J. W. Bolles.	Mr. Hugh McCallum.
Dr. F. H. Bowers.	Major and Mrs. Moore.
Mr. J. G. Buckle.	Hon. & Mrs. E. Noel.
Miss Coe.	Mr. Sandilands.
Mr. R. P. Dipple.	Mr. C. Seymour.
Mr. Geo. Fenwick.	Mr. B. P. Sheldon.
Mr. & Mrs. A. Findlay-Smith and family.	Mr. F. H. Stagbak.
Mr. W. S. Harrison.	Mr. A. G. Stokes.
Mr. & Mrs. G. Holmes.	Mr. A. B. Skottowe.
Mr. H. U. Jeffries.	Rev. and Mrs. Vallings.
Mr. F. D. Maciona,	Mrs. Wilson.

VISITORS AT THE HONGKONG HOTEL.

Mr. N. Baun.	Mr. L. Mowbray.
Mr. M. R. Blschoffsheim.	Captain Palmer.
Mr. A. Butler.	Mr. W. Parfitt.
Mr. W. J. Carter.	Mr. W. E. Porter.
Mr. L. de Castro.	Mr. N. S Rudolf.
Mr. R. Douglas.	Mr J. L. Sandy.
Mr. W. A. Duff.	Mr. C. Schubert.
Mr. C. W. Harris.	Mr. K. Stetsel.
Mr. J. J. Hoar.	Capt. & Mrs. Stonham.
Mr. Howorth.	Mr. O. Stewart.
Mr. L. R. James.	Mr. & Mrs. J. P. Thomas and child.
Mr. J. Kirkwood.	Dr. Thomas.
Mr. J. Kinghorn.	Mr. and Mrs. W. H. Whiting and family.
Mr. W. Krumme.	Mr. C. Willard.
Mr. N. T. Low.	
Miss E. Mackay.	
Mr. T. Mitchell.	

VISITORS AT THE MOUNT AUSTIN HOTEL.

Mr. and Mrs. Arthur Anderson.	Mr. R. S. Judah.
Mr. F. H. Armstrong.	Mr. Keller.
Mr. Ashton.	Mr. C. V. Ladds.
Mr. H. Boetel.	Mrs. D. R. Law.
Mr. A. W. Brewin.	Mr. and Mrs. Macbean, children and nurse.
Mr. Hart-Buck.	Mr. C. Malsch.
Dr. & Mrs. J. Cantlie and child.	Mr. & Mrs. E. McLeod.
Mr. & Mrs. C. Cohen.	Mr. D. McNeill.
Mr. J. B. Coughtrie.	Mr. H. F. Meyerink.
Mr. W. E. Crow.	Mr. Palmer.
Mr. Henry Crawford.	Mr. H. E. Pollock.
Dr. R. Elswaldt.	Mr. & Mrs. Richardson and child.
Mrs. Elswaldt and children.	Mr. J. F. Schreiacher.
Mddle Galfré.	Mr. B. C. G Scott.
Mr. W. D. Graham.	Mr. H. E. Tomkins.
Mr. Inchbald.	Mr. W. Von Uffel.

VISITORS AT THE WINDSOR HOTEL.

Mr. G. W. Allen.	Mr. W. MacIntosh.
Mr. Andon.	Mr. C. Manirus.
Mr. & Mrs. W. G. Carey.	Mr. and Mrs. Marty.
Miss Cynthia Carey.	Mr. Ernst Mirow.
Miss Dot Carey.	Mr. D. Munro.
Mr. Lester Carey.	Mr. J. Ods.
Mr. A. Castillo.	Mr. Joh. Preisig.
Mr. F. Courtenay.	Mr. C Rombach.
Mr. F. Ezekiel.	Miss Ryder.
Mr. E. Farnley.	Mr. H. Schuchard.
Mr. J. B. Farrell.	Mr. D. C. Smith.
Mr. and Mrs. Fletcher and child.	Mr. C. Thiel.
Mr. Hastings.	Mrs. Way.
Mr. H. Hall.	Mr. J. Weller.
Mr. T. L. Loveland.	Miss Williams.

MAILS EXPECTED.

THE AMERICAN MAILS

The P. M. S. S. Co.'s steamer *City of Peking*, with mails, &c, from San Francisco on the 25th ultimo, left Nagasaki on the 17th instant at 8 p.m., and may be expected here to-morrow.

The P. M. S. S. Co.'s steamer *China*, with mails, &c., from San Francisco on the 4th instant, left Yokohama on Thursday, the 20th at daylight, and is due here on Wednesday, the 26th.

The O. & O. S. S. Co.'s steamer *Belgic*, with mails, &c., left San Francisco for this port, *via* Yokohama and Nagasaki on the 19th instant, and may be expected here on the 16th proximo.

THE CANADIAN MAIL.

The Canadian Pacific Railway Co.'s steamer *Empress of India*, from Vancouver on the 3rd instant, left Kobe on the 18th at midnight for Nagasaki and Shanghai, and is due here on or about the 25th.

NORTHERN PACIFIC MAIL.

The Northern Pacific Steamship Co.'s steamer *Victoria* left Tacoma on the 8th instant for Japan and Hongkong, and is due here on or about the 5th proximo.

AUSTRALIAN MAIL.

The E. E & A. Steamship Co.'s steamer *Manmuir*, from Australia, left Port Darwin *via* Timor, and may be expected here about the 25th instant.

STEAMERS EXPECTED.*

Names.	*From.*	*Due.*
Argyll	Singapore	June 24th
Japan	London, &c.	July 4th
Lothmbro	Singapore	June 26th
Ningchow	Singapore	June 25th
Pathan	Singapore	June 24th
Radnorshire	Singapore	June 24th

* We would direct the attention of shipping firms to the new style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and to us doing respectfully urge the managers of shipping firms to give strict orders to their clerks to furnish his office on the forms already supplied gratis, with the latest available information every day.

PROJECTED SAILINGS.

Ship.	*Destination.*	*Date.*
Adolph	New York	Quick desp.
Adour	Shanghai	June 21st.
Alcedo	San Francisco	July 25th.
Argyll	Shanghai, &c.	June 25th.
Barcelona	Spanish Ports, &c.	Quick desp.
Belgic	San Francisco, &c.	July 20th.
Belmont	New York	Quick desp.
Catherine Apcar	Straits, &c.	June 25th.
Chingwo	London	June 21st.
Centennial	Baltimore	Quick desp.
Ceylon	Shanghai	June 21st.
Ceylon	London	July 11th.
Changsha	Port Darwin, &c.	July 6th.
City of Peking	San Francisco, &c.	June 28th.
Continental	Hollo	June 23rd.
E. of India	Vancouver, &c.	July 3rd.
Evandale	Victoria (B.C.), &c.	June 25th.
G. F. Manson	New York	Quick desp.
Glamorganshire	London &c.	July 5th.
Glenesslin	San Francisco	Quick desp.
Glenfarg	London	June 29th.
Halloong	Swatow, &c.	June 22nd.
H. Rickmers	Yokohama & Kobe	June 22nd.
Java	London	June 25th.
Kaisow	London, &c.	July 10th.
Keongwai	Nagasaki	June 22nd.
Lawang	Havre, &c.	July 1st.
Loobuq Suey	New York	Quick desp.
Lyndhurst	San Francisco	Quick desp.
Oceanien	Marseilles, &c.	June 26th.
Pathan	Shanghai	June 26th.
Polyphemus	London	June 25th.
Prinz Heinrich	Bremen, &c.	June 24th.
Queen Victoria	Kobe & Yokohama	June 21st.
Radnorshire	Japan	June 26th.
Rosetta	Shanghai	July 1st.
Santa Clara	New York	Quick desp.
Siam	New York	Quick desp.
Tejen	Chefoo & Tientsin	June 25th.
Turbo	Hamburg, &c.	June 25th.
Verona	Japan	June 21st.

Shipping.

ARRIVALS.

ADOUR, French steamer, 2,124, Bousquet, 19th June,—Singapore 14th June, General.—Messageries Maritimes.

LUTIN, French gunboat, 500. Capt. de Gueydon, 20th June,—Nagasaki 16th June.

PHRA NANG, British steamer, 1021, N. J. Chichester, 20th June,—Bangkok 12th June, and Kob-si-chang 14th June, General.—Butterfield & Swire.

HONGKONG, French steamer, 1,200, C. Bastian, 20th June,—Haiphong 16th June, General.—A. R. Marty.

AMIGO, German steamer, 771, A. Hundewadt, 20th June,—Saigon 16th June, Rice and Paddy.—Wieler & Co.

CHINA, German steamer, 1,300, T. Voss, 20th June,—Saigon 16th June, Rice.—Melchers & Co.

WUOTAN, German steamer, 1,011, A. Ott, 20th June,—Singapore 13th June, General.—Lauts, Wegener & Co.

HAILOONG, British steamer, 783, T. Hall, 20th June,—Tamsui 16th June, Amoy 18th, and Swatow 19th, General.—D. Lapraik & Co.

CANTON, British steamer, 1,110, T. Sellers, 20th June,—Canton 20th June, General.—Jardine, Matheson & Co.

FOOKSANG, British steamer, 991, Spencer Wilde, 20th June,—Shanghai 16th June, and Swatow 19th, General.—Jardine, Matheson & Co.

ANNANDALE, British steamer, 2,538, T. M. Milne, 20th June,—Moji 14th June, Coal.—Dodwell, Carlill & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Kwangtsi, British steamer, for Shanghai.
Telamon, British steamer, for Shanghai.
Asamor, British steamer, for Singapore, &c.
Shantung, British steamer, for Singapore, &c.
Bonnington, British steamer, for Takow.

DEPARTURES.

June 20, *Yuensang*, British str., for Manila.
June 20, *Jens Meinich*, Norwegian steamer, for Shanghai.
June 20, *Ravenna* British str., for Singapore and London.
June 20, *Kwangtsi*, British str., for Shanghai.
June 20, *Canton*, British steamer, for Swatow and Shanghai.
June 20, *Asamor*, British steamer, for Singapore, Colombo, and Bombay.
June 20, *Shantung*, British str., for Singapore, Samarang and Surabaya.
June 20, *Telamon*, British str., for Shanghai.

PASSENGERS—ARRIVED.

Per *Phra Nang*, from Bangkok.—147 Chinese.
Per *Hongkong*, from Ha'phong.—Mr. Keller.
Per *Amigo*, from Saigon.—21 Chinese.
Per *China*, from Saigon.—210 Chinese.
Per *Wuotan*, from Singapore.—1 European and 90 Chinese.
Per *Halloong*, from Tamsui, &c.—Count Butler, Messrs. Hastings, J. Lapraik, and 46 Chinese.
Per *Fooksang*, from Shanghai, &c.—Miss Jones, Messrs. Smith, Evans, and 17 Chinese.

DEPARTED.

Per *Ravenna*, from Hongkong for Singapore.—Rev. J. Geo. For Bombay.—Mr. M. S. Talati. For Bhrdisi.—Mr. B. C. George Scott. For London.—Inspector A. and Mrs. Mann and 2 children, Mr. and Mrs. Milroy, Messrs. B. Bauld, J. G. Bauld, S. Simpson, and J. Forbes. From Shanghai for Singapore.—Mr. Hans Ziegler. For London.—Messrs. J. Black, J. Williamson and Frank McDonald. From Yokohama for Penang.—Miss M. Blakeway. For Colombo.—Mr. and Mrs. Leicester. For London.—Mr. J. S. Neil. From Kobe for Bombay.—Captain M. Baugh. For London.—Capt. and Mrs. Thomson.

SHIPPING IN HONGKONG

STEAMERS.

BOGSTAD, Norwegian steamer, 1,082, O. Thorlesjornsen, 18th June,—Moji 12th June, Coals.—Butterfield & Swire.

BENVENUE, British steamer, 1,467, J. D. Sarchet, 16th June,—Saigon 12th June, General.—Gibb, Livingston & Co.

CATHERINE APCAR, British steamer, 1,733, J. G. Olifent, 19th June,—Calcutta 1st June, Penang 10th, and Singapore 13th, General.—D. Sassoon, Sons & Co.

CEYLON, British steamer, 2,637, C. E. Baker, 18th June,—London, *via* Singapore 13th June, General.—P. & O. S. N. Co.

CROMARTY, British steamer, 1,864, W. S. Duncan, 19th June,—Samarang 11th June, Sugar.—Jardine, Matheson & Co.

DEVENHURST, British steamer, 1,164, J. D. Buse, 19th June,—Saigon 15th June, Rice.—Butterfield & Swire.

DEUTEROS, German steamer, 1,198, P. Lassen, 18th June,—Saigon 14th June, General.—Siemssen & Co.

EVANDALE, British steamer, 2,467, W. Buyers, 11th June,—Canton 11th June, General.—Gibb, Livingston & Co.

FAKSHAN, British steamer, 835, Jones, 10th June,—Saigon 6th June, Rice.—Bradley & Co.

PHRA CHULA CHOM KLAO, British steamer, 1,012, J. Williamson, 3rd June,—Bangkok 26th May, and Koh-si-chang 28th, General.—Yuen Kat Hong.

QUEEN ADELAIDE, British steamer, 1,835, Edwin Ritson, 13th June,—Chinkiang 8th June, General.—Melchers & Co.

SINGAPORE, British steamer, 748, J. S. Main, 19th June,—Bangkok 11th June, General.—Yong Fat Hong.

TRITOS, German steamer, 1,085, P. Cornelsen, 9th June,—Chinkiang 1st June, Rice and General.—Siemssen & Co.

VERONA, British steamer, 1,876, C. H. S. Tocque, R.N.R., 17th June,—Yokohama 8th June, Mails and General.—P. & O. S. N. Co.

ZAFIRO, British steamer, 678, T. S. Gerard, 18th June,—Masilla 15th June, General.—Shewan & Co.

SAILING VESSELS.

ADOLPH, German bark, 867, Paulsen, 9th May,—Cardiff 4th May, Coal.—Melchers & Co.

ALCEDO, British 4-masted bark, 2,309, R. Caulfs, 22nd May,—New York 14th Dec., Kerosene Oil.—Master.

AURORA, British bark, 295, A. Berndt, 5th June,—Bangkok 27th May, General.—Kong Cheong Tye.

CALEB CURTIS, British schooner, 67, Raymond, 28th April,—Parascels 22nd April, Ballast.—C. T. Insranced Co.

CENTENNIAL, American ship, 1,224, Colcord, 11th May,—Singapore 22nd April, Timber.—Master.

CHALLENGER, American ship, 1,399, W. W. Parington, 6th June,—Shanghai 23rd May, General.—Reuter, Brockelmann & Co.

FORT STUART, British ship, 2,300, H. J. Fletcher, 6th June,—New York 3rd Dec., Kerosene Oil.—Standard Oil Co.

GLENTSLIN, British ship, 1,743, Thos. B. Pritchard, 4th April,—New York 4th Dec., Kerosene Oil.—Standard Oil Co.

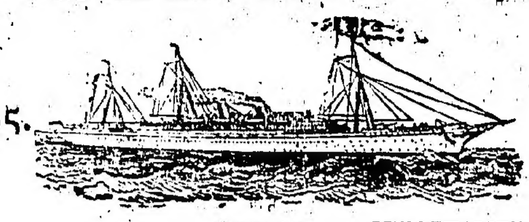
HANTA CRUZ, American schooner, 93, D. D. O'Keefe, Yap (Carolines) 20th April, Ballast.—Wieler & Co.

SIAM, German ship, 1,69-, A. Garlichs, 31st May, —New York 24th January, Kerosene Oil.—Standard Oil Co.

TAHSIENTA, British 4-masted barque, 2,060, H. Grant, 4th June,—New York 22nd Feb., Case Oil.—Standard Oil Co.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1895.  1895.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 3rd July.
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 24th July.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 14th August.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, *via* Honolulu, and Sydney to Hongkong *via* Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 12th June, 1895. [3

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Friday, 28th June, at Noon.
China (via Nagasaki, Kobe, Inland Sea and Yokohama)	Tuesday, 9th July, at Noon.
Peru (via Nagasaki, Kobe, Inland Sea and Yokohama)	Tuesday, 30th July, at Noon.

THE U. S. Mail Steamship

"CITY OF PEKING"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on FRIDAY, the 28th une, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVERa nd RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *vid* Overland Railways; to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 8th June, 1895.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND.
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES.
&c., &c., &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 14th July, 1893. [703

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;

VIA

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 20th July, at Noon.
Coptic (via Nagasaki, Kobe, Inland Sea & Yokohama)	Thursday, 8th August, at Noon.
Gaelic (via Nagasaki, Kobe, Inland Sea & Yokohama)	Tuesday, 27th August, at Noon.

THE Steamship

"BELGIC"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 20th July, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 18th June, 1895. [72

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP. "JEYES' FLUID" THE BEST DISINFECTANT. DISINFECTANT SOAPS.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1895. [17

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prinz Heinrich	Monday	24th June.	
Bayern	Monday	22nd July.	
Preussen	Monday	19th Aug.	
Sachsen	Monday	16th Sept.	
Gera	Monday	14th Oct.	
Prinz Heinrich	Monday	11th Nov.	
Preussen	Monday	9th Dec.	
Sachsen	Monday	6th Jan.	
Gera	Monday	3rd Feb.	

ON MONDAY, the 24th day of June, 1895, at 3 P.M. the Company's Steamship "PRINZ HEINRICH" Captain Engelbart, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY the 22nd June. Cargo and Specie will be received on board until NOON on MONDAY the 24th June and Parcels will be received at the Agency's Office until NOON on SUNDAY, the 23rd June. Contents of Packages are required. No Parcel Receipts will be signed for less than $1.50, and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, 8th June, 1895. [718

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON $400.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK $150.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA $225.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Evandale *	3,847	Tuesday	June 25.
Victoria	3,167	Tuesday	July 16.
Tacoma	2,540	Tuesday	Aug. 6.
Hankow	3,594	Tuesday	Aug. 27.
S.S.		Tuesday	Sept. 17.
Victoria	3,167	Tuesday	Oct. 8.
Tacoma	2,540	Tuesday	Oct. 29.
Hankow	3,594	Tuesday	Nov. 19.

* No Passengers carried by this sailing.

THE Steamship

"EVANDALE,"

Captain Buyers, sailing at Noon, on TUESDAY, the 25th June, will proceed to VICTORIA, B.C., and TACOMA, *via* SHANGHAI, INLAND SEA, KOBE and YOKOHAMA

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

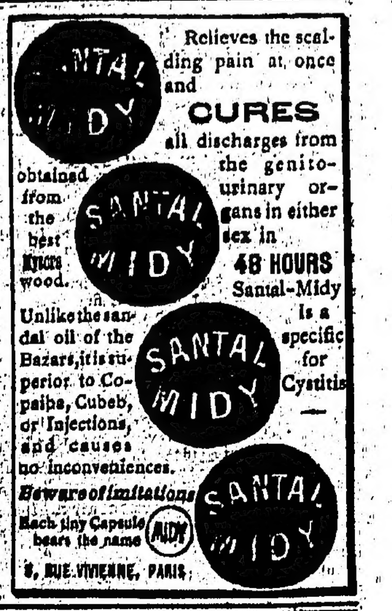
Consular Invoices of Goods for United States Points should be in quadruplicate; *and one copy must be sent forward by the steamer to* the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 5th June, 1895. 4



Relieves the scalding pain at once and CURES all discharges from the genito-urinary organs in either sex in 48 HOURS

Santal-Midy Is a specific for Cystitis —

obtained from the best Kyloe wood.

Unlike the sandal oil of the Bazars, it is superior to Copaiba, Cubeb, or Injections, and causes no inconveniences.

Beware of imitations Each tiny Capsule bears the name MIDY

8, RUE VIVIENNE, PARIS.

Printed and Published by CHESNEY DUNCAN at No. 4, Pedder's Hill, in the city of Victoria, Hongkong.